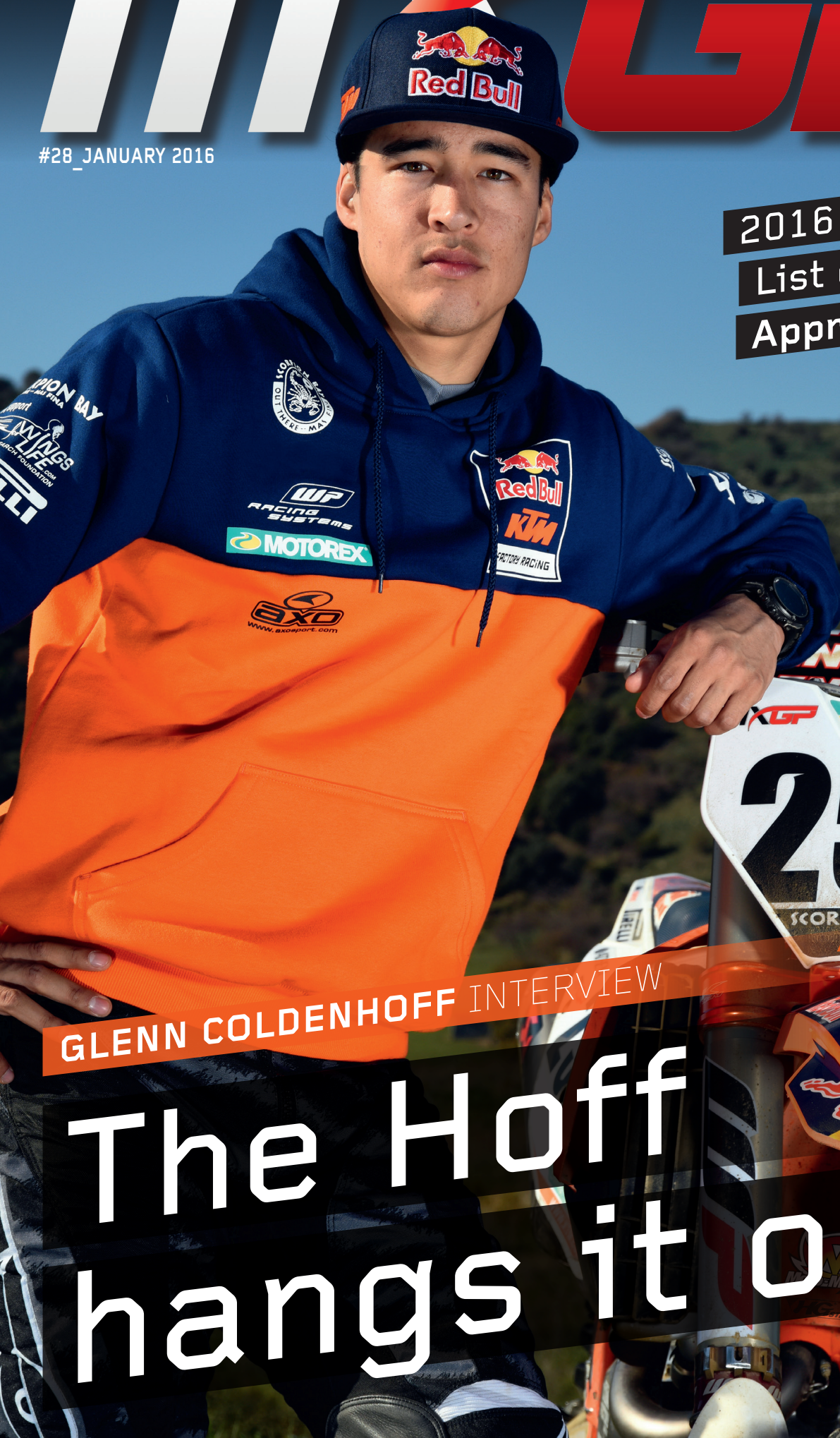


MXGP MAG

#28 JANUARY 2016

2016 Provisional
List of Officially
Approved Teams



GLENN COLDENHOFF INTERVIEW

The Hoff hangs it out

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COOL SHOT



RACING CATCH UP



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MONSTER GIRLS

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EDITORIAL



Giuseppe Luongo
President of Youthstream Group

Dear MXGP Friends,

HAPPY 2016!!!

This time last year all debates in the MXGP world were focused on the challenge between Antonio Cairoli and Ryan Villopoto, everyone seemed to forget all the other possible candidates. But the 2015 season, which was one of the best ever, showed a completely different scenario bringing suspense to every round, and if 2015 was difficult to predict 2016 is even more difficult.

Will Febvre be able to con-

firm his title? Febvre's surely going to be giving it all he's got and he has a strong chance to ratify his title as he's professional, he's a hard worker and he's extremely fast, and with one year of experience under his belt while beating the best in the major class, he'll be hungry for another victory.

Will Cairoli make a come back to reclaim the crown? That's very possible. He knows he's going to have some tough confrontations ahead of him and he's had time to think about his mistakes in 2015 and how to correct them. He's well aware that he has

more than one opponent on the field, but with his talent and experience he has a good chance to be back to win the title.

Could it be the year of one of the frequent contenders like Nagl, Paulin, Van Horebeek or Bobryshev? If they have made the right preparation and are able stay clear of injuries, time is now mature for one of them to make the next step and finish on the highest step of the podium this year.

It will be very interesting to see Desalle on Kawasaki, hopefully this change will be beneficial for him and for the



team as both have been so close to winning the title on many occasions; maybe this union will make it the right year for both of them.

We also have the return of the New Zealander, Ben Townley, on Suzuki. That's going to be very fascinating to follow; Ben showed his speed at the MXGP of USA in Glen Helen and again at the MXoN in France last year and he showed to be a serious challenger for the podium.

Coldenhoff immediately showed his talent and speed during his first year in MXGP, now with the Factory KTM he will surely continue to improve and be amongst the top of the best MXGP

riders in the world. Don't forget Simpson, who has shown growth every year, and going by his last year's performances he's ready for that final podium. Searle has had a couple of difficult years, but we all know what he is capable of, and now that he's in a British team 2016 could be the right year for him. And Strijbos is one everyone will have to be careful of, as after an unfortunate year he will be coming on strong in 2016.

Then we have the rookies, Gajser, Tixier and Guillod, who have to be taken very seriously because we have seen what Febvre managed to achieve in his first year in the MXGP class and we know very well the speed of these

riders and that they all are very competitive on the 450cc. MXGP 2016 is going to be a thrilling year with exciting races; there are so many candidates for just 1 place, they will offer us an amazing show and unforgettable championship.

Not only will 2016 be remembered for its racing but especially for the 2 new events: the MXGP held at the Charlotte Motor Speedway in USA and for the brand new event of the Supermotocross Riders'/Manufacturers' Cup which will be held right after the MXGP season in the Veltins Arena in Germany.

We wish you all a happy new year and a fantastic 2016 MXGP season.



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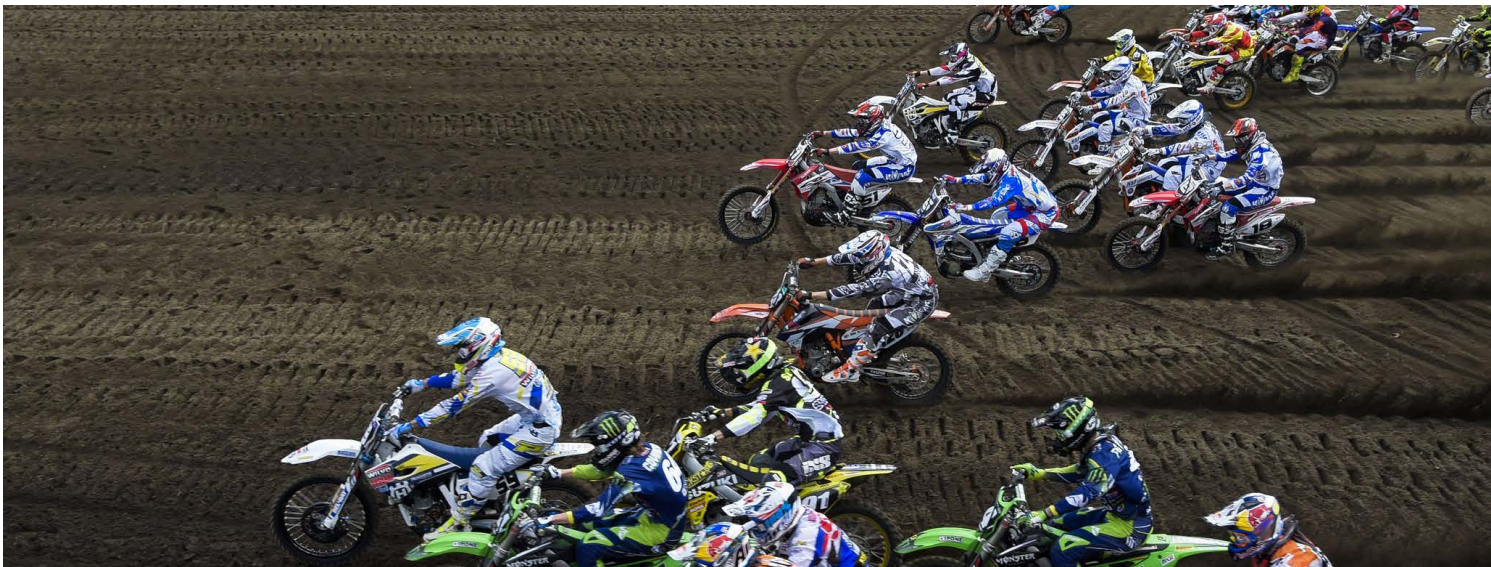














DON'T BELIEVE THE HYPE!

Hype is a dangerous thing; it plays favourites with our emotions and deals them dashing blows when life and racing don't live up to its often unachievable expectations. Hype lifts people to the top of fragile pedestals and smirks when they collapse, Hype is a dangerous bedfellow that rarely let's you win.

Believe instead in Hope. Hope is a personal guide, a longing and a passion for good things to happen. Hope is the desire for greatness and Hope is the motivation to see great things happen. A sport that thrives on Hope will give you much more than a sport that thrives on Hype.

That's why for 2016 MXGP Mag asks you to look at the riders and teams with Hope. Look at those who line up to contest all of the championships, from MXGP and MX2 all the way through the Women's World Championship and the cutthroat ranks of the EMX feeder series, with eyes that crave for them all to achieve something good as individuals and through that bring excitement to the racetrack as a part of MXGP.

Hope is positivity, hope let's us dream.

Here then are the men who will do their best to make dreams come true in 2016, these are the Officially Approved Teams, the OAT.

With so many riders on the grid we would be foolish to attempt to hold your attention long enough to deliver detailed breakdowns of every move and shake for 2016, so instead here is a spotter's guide of the things to look out for in MXGP 2016.

Top of the class Yamaha have got an interesting situation on their hands as they count on a wide range of talented riders wearing their colours. With Valentin Guillod's move to MXGP being slightly derailed with his departure from his previous team the Swiss rider has kept the fans on their toes awaiting his landing spot for his rookie season, well that place is

the Kemea Yamaha Yamalube team where he will slot in on a factory bike as the units first ever MXGP rider, alongside sophomore MX2 racers Benoit Paturel and Brent Van Doninck.

The Factory team is unchanged with World Champion Romain Febvre back riding on the #461, another MXGP title holder to eschew the number 1 plate, and Jeremy Van Horebeek back for his 3rd term in blue, though this year with a touch more black and green as Monster Energy come onboard as title sponsor for the next 3 seasons.

Other sponsor news sees Wilvo, the Dutch metal fabricator, move from it's long term association with Jacky Martens to a new level of involvement with Yamaha as Tim Mathys' high performing team becomes Wilvo Standing





Construct Yamaha Yamalube. They have some big news on the rider side too as Aleksandr Tonkov has fully recovered from his nasty shoulder injury at the Grand Prix of Germany and is already turning in some typically enthusiastic laps aboard his new Yamaha, with returning MX2 star Julien Lieber another hot prospect in the official Yamaha MX2 team.

The blue lineup is bolstered by an expanded effort from DP19 Racing Team with David Philippaerts taking Morgan Leisardo and hot prospect Roan Van der Moosdijk under his wing in the now official Yamaha EMX set up. JK Yamaha have 2 riders next year, Alex Snow will make his MXGP debut and Alfie Smith returns to the team he knows well for a crack at MX2 in 2016. Milko Potisek will be back after his aborted 2015 campaign, which saw him ruled out of the entire season through

injury, in the TipTop MP32 Racing Team, the same team as last year but with his own moniker now branding the squad and its fleet of EMX riders.

So Yamaha are very well represented, but they still can't quite match the KTM hordes that will once again boast the largest representation in the 2016 paddock. Satellite and private teams abound, with some teams like KTM Sarholz Racing Team expanding their efforts. The German based team is reunited with Harri Kullas, Dennis Ullrich and Angus Heidecke, with the first of those 3 making his MXGP debut after a highly impressive return to racing last year in MX2. All in all there are 6 private teams with KTM machinery and one step above them in the pecking order is the now factory backed effort of Steve Turner, Wilvo Virus Performance KTM. Shaun Simpson will lead the

charge in MXGP and the hope is that he and the team can continue to build on the Scots momentum from 2015 to hit the ground running with both Simpson and young gun Adam Sterry who is moving up from EMX250 as one of the riders to watch.

2015 was not the sort of year that Red Bull KTM have come to expect, you can only speculate on the true thought processes that went on in the offices in Belgium, Italy and Austria as first Jeffrey Herlings and the Antonio Cairoli struggled to hold their seasons together. Apart from Cairoli it is all change in the rider roster on the 450cc side, with Tommy Searle moving to Monster Energy DRT Kawasaki and Ken de Dycker off to the new 24MX Honda team. Glenn Coldenhoff has been brought in as a new race winner to bring some stability to the squad. Coldenhoff has raced KTM's before with



some success, his results on the Standing Construct bike in 2013 did wonders for his and the team's reputation, and it's exciting to see what he will be able to do on the works 450SX-F. He is joined by another former Suzuki man as Joel Smets joins the orange brigade as KTM Motocross Factory Racing Sports Director, a new posting that aims to bring together the training and sporting needs of the team under one roof. It will be certainly be a change of vibe in the MX2 camp, Pauls Jonass will have the biggest shift as he will no longer be working with Stefan Everts so it will be interesting to see how his racing and training program develops with the new guidance. Davey Pootjes returns for a full tilt at MX2 after some fast sand rides in 2015.

The questions that hang over Red

Bull KTM are mirrored somewhat by the new direction for the two Factory Suzuki outfits. You can't have failed to see the news that Stefan Everts has moved into Yellow to take the reigns over the next few years from fellow motocross legend Sylvain Geboers, and with that perhaps instill some new rhythms into the Lommel based squads. Kevin Strijbos has been retained by the team and has recently begun a new training program with trainer Willy Linden, (who worked with Jonass last year) as he puts his end of season thumb problems behind him. The biggest thing we can say about Kevin is that in 2016 he will need to surprise people, for the last 3 years now we've seen such solid performances over the course of the season, leading motos, but not winning enough, seesaw performances from one race to the next

but overall a trend to be at the front, Strijbos knows he is capable of more and is singularly devoted to that idea, so if he can step up to a higher plain with his consistency in 2016, he will be the only one who isn't surprised.

The other rider may well fall under the same definition as Strijbos, when the rumours began that Ben Townley was in line for a return to the MXGP paddock, despite his near constant assertions that he was 100% retired from full time competition, the questions flew thick and fast. Why come back to racing out of retirement? Why leave his solid home base in New Zealand? Has he got the stamina for the year? Is he a different racer to the man that bowed out with a troubling head injury in 2011? Townley will answer all of those questions and more in 2016, one

way or another. But this signing is not a knee jerk publicity reaction from Suzuki, this is a long considered and carefully thought out move that puts the MXGP side of Suzuki right at the top end of the rider age spectrum and hopefully right at the sharp end of the races, too.

At the other end of the age scale is their MX2 team, with Jeremy Seewer the veteran of that group at 21 and MX2 newbie Brain Hsu tipping the scales at just 17. Seewer has been a slow burning talent in MX2 and though 2015 wasn't quite a breakout year, he was still one of the riders in with a mathematical shot at the championship with 5 rounds to go. A race win is his first order of business, if he can achieve that in a moto then the podiums that have started to appear will be more readily achievable, and with Hsu, the former 85cc and

125cc World Champion, expected to perform at a high level from the off Suzuki have their best chance of seeing two bikes at the front of the pack for the first time in years.

That brings us to Honda, where things stay very much the same inside the Factory teams, save for the move up to MXGP for MX2 World Champion Tim Gajser. You may have been surprised by the move but Gajser has long been a fan of the bigger bike (his CRF250 may well breath a sigh of relief that his rather heavy throttle hand will be moving on) and considering his physical size it makes sense for him to move up. More than that it will be a new challenge, and will also bolster the Honda presence in the field, alongside Gautier Paulin and Evgeny Bobryshev in the factory team, and Ken de Dycker and returnee Matiss Karro in the revamped 24MX squad. It

shouldn't leave them short in MX2 either, Jorge Zaragoza stays on his factory bike alongside Gajser in Honda Gariboldi and Honda Jtech bolster their MX2 line up with Damon Graulus and the demon starting Henry Jacobi, so big red have some fast guys pushing the MX2 effort despite the loss of their world champion.

A man that does very little else but dream of the MX2 championship is Dylan Ferrandis, a relative ghost in 2015 as his untimely and almost invisible knee injury robbed him of a fantastic shot at the title. Each and every winter questions abound of Ferrandis and where in the world he will choose to ride, the reality is that he wants to win the MX2 title before he goes anywhere, and he will stay in his familiar Monster Energy Kawasaki squad for another tilt at the title. Petar Petrov is also staying





in green as a part of his long-term contract with the team, but the MXGP side is where the real interest lies.

Jordi Tixier, having turned 23, has crested the MX2 age limit and thus moves up to ride the brand new 2016 Monster Energy KX450F-SR in his rookie season alongside the most high profile rider to move teams this winter, the MX Panda Clement Desalle.

5 years at Suzuki offered Desalle his fair share of riches and race wins, but injuries cost him championships, it's as simple as that. Every year there would be talk of a change of scenery for the Belgian but each year he would return to the highly devoted crew of professionals that delivered him a very competitive machine. Now that the rumours of his move have

come true he will enter 2016 in a very different team to his previous years. This is not a make or break move for Desalle, he is one of the most gifted and fastest riders ever to grace a motocross track, but it will be hugely interesting to see how relaxed he is in Qatar, a happy Desalle is a fast Desalle and if the team can keep their own hopes in check and ride out the hype, witness the Villopoto saga from 2015 for evidence, then calm and productive waters are ahead for everyone at Monster Energy Kawasaki.

The list continues with the saga of Tommy Searle, his dream return to Red Bull KTM colours was quickly repackaged as a nightmare of injuries, and the one year deal was over before it really began, he's moved back into his more familiar Monster Kawasaki colours to lead

the return to the MXGP class for Steve Dixon and his DRT squad. After relocating to Italy this time last year Searle is in his more familiar surroundings of California, making the most of the winter sun to ready himself for the new campaign. The second new signing is something of a surprise, Seva Brylyakov moves from Jtech Honda to Monster Energy DRT Kawasaki to replace Max Anstie. Talking with Dixon at the end of 2015 he was confident that Brylyakov has the natural speed to perform very well on the effusively fast Kawasaki, and the likeable Russian will do well to try and match the performances of his better known countryman Aleksandr Tonkov.

It is to the Husqvarna seat vacated by Tonkov that Max Anstie goes, and the musical chairs of the paddock find him sitting next

to another Kawasaki refugee, Thomas Covington at Jacky Martens' Rockstar Energy Husqvarna squad. For 2016 it will be just two MX2 bikes under the awning, not one MXGP and one MX2 as last year, something that will benefit both of the new riders as they look to grab a maiden Grand Prix win for the Swedish brand. They are both race winners and if Max Anstie is to be believed (which is becoming easier and easier to do) being on essentially the same bike as Herlings (still the speed benchmark of the class) will allow him to really show the world what he can do. Anstie has to go into 2016 as one of the pre season favourites, no matter what happens, much like his Husqvarna stablemate, the other Max, Nagl in MXGP.

Early on in 2015 Husqvarna un-

veiled their next generation MXGP machine, lighter, tighter and brighter. It was quickly adopted by Todd Waters to good effect, Nagl chose however to stick with what he knew, the (relatively) cumbersome 2015 model. This winter has allowed a now fully fit Nagl plenty of time to dial in the newer model and with that weapon between his legs he will be up there from the get go, don't be surprised if once again moto 1 in Qatar is won by Nagl on his newly liveried Rockstar Energy Husqvarna Factory Racing machine. Exactly what his new team mate Christophe Charlier will achieve is anyone's guess. Rocket ship fast on his day on hardpack tracks and effortlessly cool and relaxed with it, the Corsican has won motos in MX2 and showed flashes of pace in his rookie season on a Honda, Husqvarna may have taken

a gamble on his raw talent and perhaps the stable and precise environment of the IceOne team can bring out the best in the former factory Yamaha rider.

Those are the men and teams that are most likely to dispute podiums and race wins in 2016, our Hope Bringers, but if we've missed out your favourite rider, don't worry as you'll be able to find out more info on each and every rider over on MXGP.com in the build up to the fantastic MXGP World Championship of 2016. A few names are yet to be announced, for example who will join Samuele Bernadini on the second MX2 TM Racing Factory machine, so be sure to check back for regular updates. The teams, riders and race tracks are almost ready for the new season, are you?



2016 PROVISIONAL OFFICIALLY APPROVED TEAMS (OAT) LIST



Team	Bike	Rider 1	Class	Rider 2	Class	Rider 3	Class	Rider 4	Class
24MX Honda Racing	HONDA	Ken de Dycker	MXGP	Matiss Karro	MXGP				
DP19 Racing Yamaha	Yamaha	David Philippaerts	MXGP						
Hitachi Construction Husqvarna	Husqvarna	Jake Nicholls	MXGP	Ben Watson	MX2				
HONDA JTECH	HONDA	Damon Graulus	MX2	Henry Jacobi	MX2				
HONDA GARIBOLDI	HONDA	Tim Gajser	MXGP	Jorge Zaragoza	MX2				
HSF Logistics Motorsport Team	KTM	Brian Bogers	MX2	Calvin Vlaanderen	MX2	Roberts Justs	MX2		
I Fly JK Racing	Yamaha	Alfie Smith	MX2	Alex Snow	MXGP				
KEMEA Yamaha Yamalube Racing Team	Yamaha	Valentin Guillod	MXGP	Benoit Paturel	MX2	Brent Van doninck	MX2		
KTM Sarholz Racing Team	KTM	Dennis Ullrich	MXGP	Angus Heidecke	MXGP	Valtteri Malin	MXGP	Harri Kullas	MXGP
KTM Silver Action	KTM	Jens Getteman	MX2						
MARCHETTI RACING TEAM KTM	KTM	Jose Antonio Butron Oliva	MXGP	Ivo Monticelli	MX2	Christopher Valente	MX2	Michael Grisha Ivanov	MX2
Monster Energy DRT Kawasaki	Kawasaki	Tommy Searle	MXGP	Vsevolod Brylyakov	MX2				
Monster Energy Kawasaki Racing Team	Kawasaki	Clement Desalle	MXGP	Jordi Tixier	MXGP				
Monster Energy Yamaha Factory Team	Yamaha	Jeremy Van Horebeek	MXGP	Romain Febvre	MXGP				
NewHolland 8biano Massignani Husqvarna	Husqvarna	Rui Goncalves	MXGP	Davide De Bortoli	MX2	Giuseppe Tropepe	MX2		
RED BULL KTM FACTORY RACING	KTM	Herlings Jeffrey	MX2	Jonass Pauls	MX2	Pootjes Davy	MX2		
RED BULL KTM FACTORY RACING	KTM	Cairolis Antonio	MXGP	Coldenhoff Glenn	MXGP				
Rockstar Energy Husqvarna Factory Racing	Husqvarna	Max Anstie	MX2	Thomas Covington	MX2				
Rockstar Energy Husqvarna Factory Racing	Husqvarna	Max Nagl	MXGP	Christophe Charlier	MXGP				
SDM CORSE	Husqvarna	Davide Bonini	MX2						
TEAM CASTROL POWER 1 SUZUKI MOTO-BASE	Suzuki	Filip Bengtsson	MXGP						
Team Gebben v Venrooy Kawasaki	Kawasaki	Toms Macuks	MXGP						
TEAM HONDA REDMOTO ASSOMOTOR	HONDA	Alessandro Lupino	MXGP	Kei Yamamoto	MXGP				
Team HRC	HONDA	Evgeny Bobryshev	MXGP	Gautier Paulin	MXGP				
Team Jimmy Joe	Husqvarna	Jaap Corneth	MX2	Demi Goezinnen	Women				
Team Monster Energy Kawasaki	Kawasaki	Dylan Ferrandis	MX2	Petar Petrov	MX2				
Team Suzuki World MX2	Suzuki	Jeremy Seewer	MX2	Brian Hsu	MX2				
Team Suzuki World MXGP	Suzuki	Ben Townley	MXGP	Kevin Strijbos	MXGP				
Tip Top MP32 Racing Team	Yamaha	Milko Potisek	MXGP						
TM RACING FACTORY TEAM	TM	Samuele Bernardini	MX2						
TM Racing Satellite Team	TM	Eddie Hjortmarker	MX2						
Wilvo Standing Construct Yamaha	Yamaha	Aleksandr Tonkov	MX2	Julien Lieber	MX2				
Wilvo Virus Performance KTM	KTM	Shaun Simpson	MXGP	Adam Sterry	MX2				



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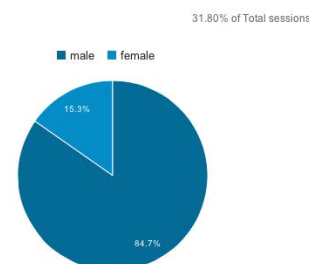
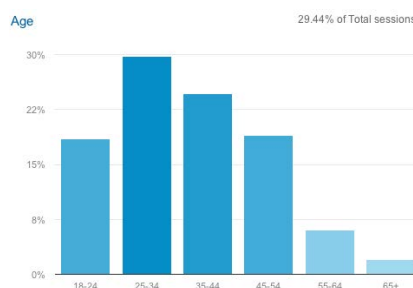
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@paulconnor100

@mxgp @StefanEvents #Legend and a real gentleman who inspired a lot of people especially me #Respect Thanks

@24MX_Honda

Few jobs match the thrill of shooting moto!! Photographers have all winter to prepare for the new @mxgp season

@jac_malins

The new @mxgp season can't come quick enough! So over these weekends without MX.

@allardkarff

Nice spending time with @JHerlings84 and @glenn-coldenhoff today. Both looking forward to the 2016 @mxgpseason.

@akarsf1 🇮🇹 🇮🇹

@mxgp please Santa!!

@MX_Life

Back online seasons at #MXGP with the buds. braap! @mxgp @MilestoneItaly

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shaunsimpson24 @mxgp @steveturnerraci good luck all the best for the new season

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@mxgp @BT1zero1 @StefanEvents@redeyemediaLtd a couple of cool guys! S72 #Legend

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@wilcox19881
Amazing Christmas pres-
ents from my brother





The Hoff hangs it out

When you hear the quote 'it's not the size of the dog in the fight, but the size of the fight in the dog', two riders spring to mind. One is the reigning MXGP World Champion Romain Febvre and the other is fellow rookie Glenn Coldenhoff. Both riders, slight in stature, but with massive hearts, had many bench racers doubting their ability to race a 450cc to the standard they rode their 250cc MX2 bikes. While Febvre went on to do the unthinkable and win the FIM Motocross World Championship in the premier class, fellow rookie Glenn Coldenhoff was hitting milestones of his own in the background.



Two podium finishes and one overall Grand prix win wasn't a shabby debut in MXGP, a class that boasts higher speeds and deeper talent pool than ever before. Eighth overall is where the Rockstar Energy Suzuki Europe rider finished at the end of the 2015 MXGP season before announcing that he was jumping ship to Red Bull KTM Factory Racing in 2016 where he will share an awning with the eight-time FIM Motocross World Champion Antonio Cairoli for the next two years. MXGP Mag caught up with the Dutchman as he starts to get used to his new surroundings and machinery ahead of the new year.

MXGP Mag: How important is it to be on a Factory team in the MXGP class?

Glen Coldenhoff: I think it is really important because then you always have the

best stuff out there. I think with me, to join KTM I am really happy that I have been given the opportunity to ride for them because in my eyes this is the best team in the world. They have shown already for many years they are the best. Okay last year they had a little bit of bad luck but all of the years before that they have been on top and with the equipment I have now I am already really happy. We have done a lot of testing and I am happy with the bike. So yeah, I think it is really important that you have a good bike, especially a good handling bike, and some experience and I am confident that with this team I will have both.

MXGP Mag: As a rookie in MXGP last season, what would you say is the biggest difference between MXGP and MX2?

Coldenhoff: That's a funny

one, I actually rode Davy Pootjes KTM 250SX-F last week and I can't handle it anymore, it's really strange. My 450cc has a lot of bottom end power whereas the 250cc you have to rev it really hard. Now after one year on the 450cc I can't ride the 250cc. But the biggest difference is that in the 250cc class the bikes have to be really really fast and if you have a fast bike you will have a good chance to do well but in the 450's you need a good handling bike. In MX2, they just go out there wide open, all crazy but in MXGP they ride a little bit more with technical ability and tactics.

MXGP Mag: It's a pretty big step but both you and Romain Febvre proved to us that is do-able for anyone of any size and weight. Before the MXGP of Latvia did you see yourself as a Grand

Prix winner?

Coldenhoff: No, I didn't expect it at all. I looked at the calendar at the beginning of the year and you see some tracks where you think maybe you could do well, for me Latvia was one of them, and on that weekend I got good starts and the riding went well and everything just came together that day. But no, I never expected I was going to win any GP that season because I had already some small injuries at the start of the year and going into MXGP as a rookie, making that step, I am not the biggest guy or the strongest guy out there in terms of muscle. So I really had to get used to it and I took the whole year as a learning experience but in the end I was really happy that I made it even with my second podium in Assen, it was really special because on those days and in this

class everyone is working really hard and we all want to be on top so I am really happy with this season.

MXGP Mag: Latvia was very impressive though...

Coldenhoff: Yeah, winning in Latvia and the way I rode in both moto's was the best day of my life I think.

MXGP Mag: Since you have already won a Grand Prix and now you are with a great team once again, what are your goals and expectations for next year?

Coldenhoff: To be in the top five, stay consistent and stay healthy, I think this is really important. Right now we are working really hard on the starts because I do believe that starts are important. I think that if I can start inside the top 5 I can finish there as well. You never know what can happen but I am already feel-

ing very confident because I feel good on the bike and I know I can win races as well. Top 5 is the goal and to try to get on the podium as much as possible.

MXGP Mag: How are you finding the new bike, is it a 350cc or a 450cc?

Coldenhoff: I am riding a 450cc, I didn't even think about the 350cc. I was already on a 450cc for a year, so it was easy to choose. We have done a lot of testing, engine wise I was already pretty happy. It is a really powerful bike it is nice and smooth on the bottom and from middle to top it just keeps pulling and it is really fun, so I am very happy. We have also done a lot of testing with the suspension as well, so I think we already have a good base but there is still some room for improvement. Like I said I have done a lot of testing





and a lot of riding and I am getting more and more comfortable every time.

MXGP Mag: Have you been riding with your teammate Antonio Cairoli?

Coldenhoff: Yeah, in November we spent two weeks in Italy riding with him. It is an advantage working with him because I can compare a little bit with him. He is the main guy; if you can be close to him you know you are doing all right. He also wants to win the championship again, especially after last season, so for us it's really good and I can learn a lot from him.

MXGP Mag: What have you learnt so far?

Coldenhoff: He is just really smart. I think he is faster

when he races but while he trains he is just really smooth and really smart. When he races I think he has a good tactic, but I did already see some of that technique last year riding with Kevin Strijbos and I do think that as a rookie this is something I lack a bit, but now I am learning all the time.

MXGP Mag: KTM seem to lay emphasis on team activities such as training together and eating together, do you think this is important?

Coldenhoff: We also did the same at Suzuki, but KTM also find it important for the team to train together and get to know each other. I already feel like I know them really well and this is good. It would be strange just to turn up

to Qatar and not know your team, so I think it is really good that we do this. Jeffrey Herlings hasn't been with us yet as he is still recovering from his injuries but in January he will join us again and I think this will be really fun to be all together. You can learn so much, even from the MX2 guys so it's important for the team to be a family.

MXGP Mag: What is the major difference between riding for a European brand versus a Japanese brand?

Coldenhoff: There is a lot that goes on that you guys don't see, like KTM had a Christmas party and they had like 2500 staff working there just for us. The team and the brand are really motivated and we are really working hard to get good results and



Photo: S. Taghian



I think this is the most important thing. With Suzuki you have to deal with Japan, which is also good but it's quite far from Europe, so this is where KTM have the advantage because it is in Europe so it is close.

MXGP Mag: Will you be running the number 259 again and is there a meaning behind it?

Coldenhoff: Yes I will keep this number. In Qatar the first year there was the 'Superfinal' if you remember, and I was running 25 in the GP's. But then because Clement Desalle in MXGP had 25 I had to change, so since I was 9th in the championship the year before I chose number 9 and to put it on the end, so it's 259 which was also the same number James Stewart rode with in his younger years and I was already a huge fan of him so for me it's so cool.

MXGP Mag: Have you ever thought about changing it?

Coldenhoff: No, I don't want to change it. I will keep it for my entire career. I like the number; I am still a fan of Stewart.

MXGP Mag: Where will you be based this year?

Coldenhoff: I will be based between Holland and Rome. When the weather is really bad here in Holland, I will move to Rome. They have a good base there. They have a gym and a private track and everything is out there, everything I need, so it makes things a bit easier.

MXGP Mag: 2016 could be an exciting year for you and with three Dutchmen all on KTM, the Monster Energy FIM Motocross of Nations could be epic!

Coldenhoff: Yeah, three of us riding for Red Bull KTM Factory Racing, Pootjes, Herlings and I, so hopefully the

year goes well and orange is our country color, so to race the Motocross of Nations on Orange would be amazing, it would be really nice.

With the first race of the 2016 MXGP World Championship less than 2 months away time is ticking away fast towards Coldenhoff's first gate drop on his Red Bull KTM. His 2015 results and new team have now got that target well and truly pinned on his back, he has become one of the guys to aim for if you want to make your mark in MXGP even as he is still attempting to do the same himself. It's going to be an exciting year for the Dutchman and expectations suggest that he should aim to often match his illustrious team mate, and put a second Red Bull KTM on the box, throughout the season, results like that would be job done for Coldenhoff in 2016.



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Thai dreams

2016 will mark the 4th edition of the completely unique Thai MXGP. That statement is worth taking some time to calmly consider, for the races that have come and gone in Thailand have left indelible marks on the memories of all those who have worked, raced and spectated at them.



The biggest thing to remember with motocross in Thailand is that it can't be considered in traditional European motocross terms, it is simply too different a place to directly compare it with somewhere like Valkenswaard or St Jean d'Angely. High temperatures, high humidity, a very relaxed and measured way of life, and terrain that hasn't had decades of MX bikes blasting over it all add up to a very different experience at the Grand Prix.

One of the biggest plus points about the inaugural Thai MXGP in 2013 was the Sri Racha track, a wide, undulating natural track

with just enough tough bits to separate the fast guys out, including the spectacular quad! When a key part of that land was sold at the end of 2014 from under the nose of the organiser it quickly became clear that it would be impossible to run the event, which lead us to the 1-year only stopgap race at the Nakhonchaisri road race circuit.

But why race in Thailand at all, it's not a big motocross country, is it? That is the cry that often comes from fans and it's a fair question to put to the event, why take MXGP to Thailand, why take it to Asia at all? On the face of it Thailand has little in the way of motor-

sport history and industry, up until recently MXGP was the only major World motorsports series investing its time and attention in that part of south east Asia, but last year World Superbikes, the World Touring Car Championship, and Japan's premier Super GT event all took their first steps into the Thai countryside with debut events, only 2 years after Motocross blazed the trail.

Each of those series, like motocross, has a reason to come to Thailand and that is the passion of the people for anything to do with an engine. A scooter is a vital part of a very sprawling way of life that exists

outside the major cities in the country, with markets and new shopping malls spread liberally around the countryside, personal transport is a must for a family. Scooters have long formed the basis of satisfying that transportation need, with the car coming a lot later on the list, but as Thailand has grown rapidly into the 21st century the demand for larger capacity machines has grown with it and the over 400cc sector has seen a huge boom in recent years. For the big 4 bike manufacturers (Honda, Suzuki, Kawasaki and Yamaha) this upward trend in capacity is very important and motocross and enduro based machines fit right into the market

that Thailand has become, rugged and long term machines that can handle the extremes of weather, bright sunshine to huge thunderstorms in minutes, that often leave roads impassable for more sporty machines.

For a long time Youthstream has been on board with helping the manufactures to show off their machines on a sporting platform to new fans in Asia and by doing so also adding to the global presence of the World Championship, for MXGP cannot realistically call itself that without rounds in both the east and west sides of the globe, so when the Thai MXGP organiser Kraitos Wongsawan came to the Motocross of Nations in

Ernée with a new proposal at a much better serviced and larger facility for 2016, it was in the interests of everyone to see what might be behind the new opportunity.

Well here are the details. The 2016 event will take place in the Suphan Buri region of the country to the north west of the capital Bangkok, and it was the region's governor Mr Boonchu Jansuwan who made the initial suggestion to build a new track at the 55-acre Suphan Buri motorsport land. Kraitos jumped at the chance to try and recreate some of the magic of the original Sri Racha track in a new venue and is that sort of





track that we can expect to greet the riders and fans in March 2016. The venue itself is not naturally hilly but the dirt is very similar to that of Sri Racha (just without the stones in the top soil) and work has already begun on the track to integrate it into both the landscape and the existing facility ready to host a full week of motorsports fun for Thai fans, cumulating in the MXGP and MX2 races over the final weekend.

Unlike previous venues this track is set to become a permanent MX facility and stay open all year long for local and national level races and riders to use, this was a key part of the

investment from the region's government, that will allow the facility to develop like motocross tracks do in Europe, with day to day riding and maintenance improving the dirt and conditions year by year. Along with that more structures can be put in place to help riders and teams acclimatize to the conditions with a specific air conditioned room available for them and more up to date facilities across the whole motorsports facility. With the local series, MXA for short, set to occupy the track for the foreseeable future both Youthstream and Kraitos are confident that the track and the Suphan Buri region will be quality host

of the Thai MXGP for years to come and that the event has finally found a permanent home that will do justice to the level of competition and support services that MXGP has come to expect at venues all around the world.

4 years is not a lot of time to iron out all the bugs that come with hosting a world class event in a country and environment that isn't used to working in a particular way, but with the hard work that the organiser and Youthstream are putting in over this winter then the next Grand Prix of Thailand will surely be one to remember, for all the right reasons.

The MXGP logo features the letters 'MXGP' in a stylized, italicized font. The 'M' and 'X' are white, while the 'G' and 'P' are red. A red swoosh underline is positioned beneath the letters.The Athena Equipment Partner logo consists of a red circular icon with a white stylized 'A' inside, followed by the word 'ATHENA' in a bold, sans-serif font, and 'EQUIPMENT PARTNER' in a smaller, all-caps sans-serif font below it.The background of the advertisement is a collage of various motorcycle engine parts. On the left, there's a close-up of a cylinder head and piston assembly. In the center, a piston is shown in detail. Below it, two gaskets are displayed. On the right, a stack of metal plates or gaskets is visible. The overall theme is high-performance motorcycle engineering.

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Photo by Luca Armellini







The Lawrence brothers lay it all on the line





"The most dangerous risk of all is the risk of spending your life not doing what you want on the bet that you can buy yourself the freedom to do it later" This was the quote that sprung to mind when it was announced that Monster Energy Kawasaki had recruited two young Australians with limited racing experience outside their homeland, Hunter Lawrence, 16 years old, and his little brother, Jett Lawrence, 12, to race the 2016 European Championship.



While some of you may already be familiar with the Lawrence brothers since Jett was the 2014 FIM Junior Motocross 65cc World Champion and Hunter rounded off the podium in the premier Junior Motocross 125cc World Championship earlier this year, they are two names you are going to be hearing a lot more of in the future. The entire family has sold everything in Australia to come and live in Europe where the boys will focus solely on their racing.

Hunter will be riding in the premier European Championship EMX250 class while Jett will race the EMX85 championship along with some local races in and around Holland. While a lot of aspiring motocross riders travel from a young age and do things out of the ordinary in the hope that one day the risk will pay off, not many have gone to the extremes that the

Lawrence family have. We managed to get in touch with the oldest of the Lawrence brothers, Hunter, who entertained us with the story of the journey on which they are about to embark.

MXGP Mag: Can you tell us a little bit about your European motocross experience so far; Jett did really well in Belgium at the Junior World Championship in 2014... Was that your first time in Europe? What was that experience like?

Lawrence: "Yeah when we first came to Europe Jett did really good. He won in Belgium, which was awesome for his first time in Europe and racing the World Championship. My first time in Europe was on 65cc in Italy, I came 5th overall, so guess who had bragging rights in the house! But seriously, the whole European experience has been awesome,

every trip has been cool, even my first time racing the Junior Worlds was such a great experience."

MXGP Mag: When Jett won in Belgium at the 2014 FIM Junior Motocross World Championship, where were you?

Lawrence: "I was there, but I crashed in the first race and broke my wrist so it was bitter sweet day with Jett winning and myself in hospital."

MXGP Mag: Was racing in Europe always the goal or did you have your eyes on other championships such as racing in the USA as well?

Lawrence: "I have always wanted to come to Europe, at least for quite some time now. I love all the tracks and the racing scene and how well it runs. Of course I would love to experience riding in the USA and that lifestyle, I'm a racer, but I believe Europe develops a

good work ethic because of how tough it is with weather conditions and track conditions and stuff."

MXGP Mag: So what's the main attraction?

Lawrence: "I wanted to come to Europe because the motocross industry in Australia isn't going anywhere any time fast. But also, the tracks in Europe are wicked cool and my dream has always been to race overseas whether it was Europe or America just because the sport is so much bigger there than in Australia."

MXGP Mag: How did the deal with Monster Energy Kawasaki come about, did you approach them or did they approach you?

Lawrence: "The team approached us after the Junior World Championship in Spain. We were shocked with the opportunity we had been given, it was a dream come true, it is so unreal it would be silly not to take it."

MXGP Mag: How long is the contract and what is the plan and expectation from the team?

Lawrence: "I have signed a 4-year contract and Jett has signed for 6. The plan for me is to do one year in the EMX250 European Championship just to learn the tracks and to get experience and prepare as best I can for MX2. The plan for Jett is to grow with top kids his age and progress to MX2."

MXGP Mag: How long are you going to be in Europe? When do you plan on heading home?

Lawrence: "Forever! Well hopefully for a while! We won't be going back to Australia for at least 4 – 5 years as this is our new home! Hopefully we can stay here for a while with our racing and get the results that will keep us here."

MXGP Mag: So where is 'home'? Where will you be based?

Lawrence: "We will be based in Holland close to the workshop. At

the moment we are just renting a place, but you never know what the future holds in terms of buying a house and stuff."

MXGP Mag: We've heard you guys sold everything in Australia, your house and everything, that's pretty gnarly, this must be something you REALLY believe in...

Lawrence: "Yes we sold our house and a lot of stuff to chase this dream, that's for sure. We didn't have much to lose so the way we looked at it was, we could stay the same financially in Australia and not chase our dreams or stay the same financially while chasing our dreams. We did what anyone in our position would do and that is chase our dreams. Financially we have nothing to lose, so why not?"

MXGP Mag: How are you getting to the races are you going to do the great European road trip?

Lawrence: "We will drive to the



closer ones but I think we will probably fly most of the time. The cheapest route will be the one we take."

MXGP Mag: What do you think will be the most difficult thing about living and racing in Europe?

Lawrence: "The most difficult thing on the living side of things here is the language barrier. Also trying to re-establish yourself in terms of knowing the tracks and finding local tracks, a gym and food shops and those kind of things. Also the weather, I mean in Aussie is hot compared to here, we're freezing at the moment and that's difficult. We will just work hard and put all we have into it, it is as simple as that I suppose."

MXGP Mag: What are your goals in terms of racing?

Lawrence: "Long-term goals for me are to hopefully get a world ti-

tle in a few years time. I am obviously not the only rider out there who has the same goal of being world champ, so the short-term goals are just be a sponge and soak up as much info and learn as much as possible and just work as hard as I can to be the best I can be. As for Jett, his short-term goals are also just learning heaps and learning the tracks and race craft and getting used to the European lifestyle and then hopefully win as many races as he can. It won't be easy so we will try our best and give it our all!"

MXGP Mag: Back to the Junior World Championship, how was your trip to Spain this year? Did you enjoy it?

Lawrence: "The trip to Spain was really good. The whole trip was fun! Good weather, the track that the event was held at was pretty sick so yeah not only did I enjoy

it, but the whole of Team Australia enjoyed it! Another bonus to the trip was finishing 3rd overall in the team championship point standings, that was pretty cool. Yeah it wasn't a 1st but still was cool; yet again it was another great learning experience for myself. I was happy with getting on the podium in the 125cc this year to add to the 2nd I got in 2013 at Junior World Championship in the Czech Republic. All in all was a great trip, I went home safe and happy."

Right now the Lawrence's are staring at a blank page before them, getting ready to write a story that has incredible potential. What they have done thus far is already awe-inspiring and the growth and success that is sure to follow could change the way families support their talented kids forever.



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G

Gaston 'Tom Pouce' Rahier

Gaston Rahier was the first rider to win the FIM Motocross World Championship 125cc class after the FIM changed the status of this category to 'World Championship' in the early 1970's. The Belgian rider first raced 125cc European Cup, and that was the perfect platform for the man who eventually went on to win three FIM Motocross World Championship titles in a row.

Born on the 1st of February 1947 in Herve, Belgium, Gaston Rahier got his first bicycle when he was ten years old. At twelve, the Belgian got a moped and four years later he entered his first motocross race on a 50cc. He didn't have a lot of racing experience, but was natural-

ly talented and won his first Belgian title in the Junior series beating one of the eventual Belgian greats, Roger De Coster. In the years that followed Gaston faced some adversity from life itself with two traffic accidents forcing him to sit out two seasons with a broken leg. The only thing that kept him sane was the fact he lived near Verriers, which back in the day was the area where a lot of the most famous motocross riders lived.

Flashing back to his first GP experience. It turned out to be a combination of interesting circumstances. Gaston travelled to Spain with the late Joel Robert just to watch the race but since Roger De Coster withdrew at the last

moment, the young Belgian was offered an opportunity. He took it with both hands but ended up retiring in both races with technical failures. A few years passed before Gaston decided to make his return to the FIM Motocross World Championship.

One of his most memorable performances was his win in 'Coupe de l'Avenir' in 1967, which turned out to be something special as Gaston was too often in the shadow of the other famous Belgian stars, Joel Robert, Roger De Coster and Sylvain Geboers. His small size was a disadvantage when he raced a 250cc or a 500cc bike, but Gaston was a hard worker and his pugnacity was finally rewarded in 1972. Racing the 250cc



Grand Prix on a Husqvarna, Gaston got his first podium in Spain and thanks to his fellow countryman Joel Robert, who was the manager of Team Suzuki, he got an offer from Suzuki in the middle of the season. The original plan was not to race the GP's but to head off-shore to Japan and compete in the Japanese series. A few months later, the Belgian flew to Japan and won both 125cc and 250cc Japanese titles for Suzuki.

Upon his return to Europe with a factory contract in his pocket, Gaston raced the 250cc World Championship and went from twentieth in 1973 to fifth the very next season when he also added his first grand prix win.

In 1974, the Belgian changed to the 125cc class, which had a new 'World Championship' status and no age limit. Gaston was completely ready for the challenge and at the seasoned age of 28 years old he dominated winning eight rounds of the series to get the title. The next two seasons were nearly perfect for Gaston, who claimed eight and seven grand prix wins respectively to add two more titles to his name. He also won the FIM Motocross of Nations with Belgium in 1986, but failed to claim his fourth FIM Motocross World Championship as his teammate Akira Watanabe finally beat him in 1978. Gaston still finished the '78 season as the runner up in the series with four grand

prix wins. In 1979, Gaston switched to Yamaha who were looking for such an experienced rider to develop their new bike. Gaston managed to finish on the podium with Yamaha in the 1979 FIM Motocross World Championship in the 125cc class before moving to Italy where he signed with Gilera. Unfortunate in 1981, despite delivering some success to the team with a grand prix victory, Gaston was injured in an accident which he was unable to recover to the same speed he was before.

After a glamorous career, Gaston's last motocross race was in 1983. After hanging up his boots, Gaston took on a new challenge in Rally Raid. The Belgian started racing in

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Dakar alongside Hubert Auriol in the official BMW team where he managed to lead the race in Algeria before a crash saw the victory slide through his fingers. Gaston was a small guy and his size didn't allow him to touch the ground on the 1000cc BMW. Fortunately talent goes a long way and Gaston had enough of it to make a name for himself in the new world of Dakar racing.

In 1984, Gaston added a Dakar victory to his resume. In 1985 the Belgian was named Sportsman of the year in Belgium defeating the likes of Joel Robert and Roger De Coster. BMW withdrew from Rally Racing in 1985, which saw Gaston return to Suzuki. In 1986 he took his final victory in Rally, the Pharaohs' Rally.

In 2000, Gaston retired from racing completely and focused on his motorcycle dealership, which he had in France. In 2005, Gaston, who was a massive figure in the motorcycle

world and still helped out a lot of young riders, lost his battle to cancer and died in February 2005.

Text and Pictures: Pascal Haudiquert

1972: 13th in the 250 World Championship (Husqvarna)
1972: Japan Champion in the 125 and 250 classes (Suzuki)
1973: 20th in the 250 World Championship (Suzuki)
1974: 5th in the 250 World Championship (Suzuki), winner of 1 GP
1975: 125 World Champion (Suzuki), winner of 8 GP
1976: 125 World Champion (Suzuki), winner of 8 GP
1977: 125 World Champion (Suzuki), winner of 7 GP
1978: 2nd in the 125 World Championship (Suzuki), winner of 4 GP
1979: 3rd in the 125 World Championship (Yamaha), winner of 1 GP
1980: 10th in the 125 World Championship (Gilera), winner of 1 GP
1981: 7th in the 125 World Championship (Gilera)
1982: 16th in the 250 World Championship (Suzuki)
1983: 23rd in the 250 World Championship (Suzuki)
1984: winner of the Paris Dakar rally (BMW)
1985: winner of the Paris Dakar rally (BMW). Sportman of the year in Belgium.
1988: winner of the Pharaohs rally (Suzuki)

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Paddock Talks

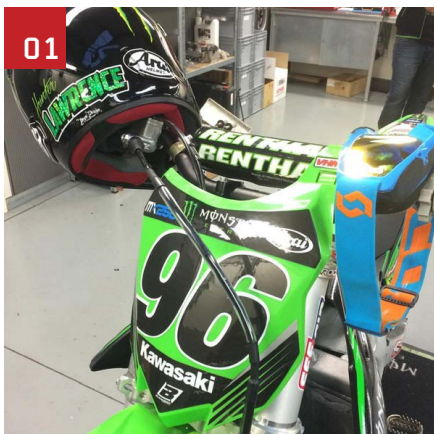
01/ Young Australian Hunter Lawrence and his family have moved to Europe to race the European Championships on Monster Energy Kawasaki.

02/ The MX2 World Champion Tim Gajser will be a rookie in MXGP this year.

03/ Clement Desalle is enjoying the blue skies of the United States while preparing for 2016

04/ Jeffrey Herlings is putting in a lot of work to come back stronger than ever.

05/ Anything with an engine & wheels, Antonio Cairoli is there.





Paddock Talks

06/ Gautier Paulin & the former world champion Marvin Musquin head out for a cycle.

07/ Congratulations to Pauls Jonass on winning the Best Motorsports Athlete and Most Popular Sportsman of the year in Latvia!

08/ Sneak peak at Max Nagl on his Rockstar Energy Husqvarna Factory Racing 450.

09/ Marchetti Racing KTM are ready for 2016 with Jose Butron in MXGP and Ivo Moticelli and Christophe Valente in MX2.

10/ MotoGP's Marc Maquez has been out racing motocross, and he's fast too!

QUESTIONS TO THE EDITOR

Hey guys,
Does the MXGP-TV package come with a rebate of 5% on the action price because the Malaysian Grand Prix 2016 is cancelled?

Thanks,
Mart

Dear Mart,
The price for MXGP-TV will remain the same but don't worry, the coverage this year will be better than ever. Not only will you get BOTH Saturday and Sunday LIVE, you will also get to watch all of the European Championship LIVE as well as the WMX and other support races. Not only that, but you will also have LIVE and OnDemand access to the Monster Energy FIM Motocross of Nations and the all NEW Supermotocross Riders Cup. In addition, you will also receive exclusive access to our 'Behind the Gate' series, which goes inside the paddock of each and every event for a more intimate look inside the paddock with never-before-seen footage.

Best Regards,
MXGP

Hi MXGP
Is the new MXGP game going to be on PS3?

Thanks,
Bill

Hi Bill
Unfortunately, the sequel to MXGP The Official Videogame won't be on PS3. However, MXGP2, which is scheduled for launch on March 31st 2016, will be available on Xbox One®, the all-in-one games and entertainment system, PlayStation®4, and Windows PC®/STEAM™.

Regards
MXGP

Hi MXGP,
I have a season pass on MXGP-TV for years and I also want it next season, of course. Do I need to sign up again?

Thanks,
Mary

Hello Mary,
We are glad to hear that you are happy with the mxgp-tv services. You don't need to sign up again, you just need to log in with your user name and purchase the package you like the most. We remind you that there is a 25% discount until the 10th January to buy the full season package!

All the best,
MXGP

Hi MXGP
We have purchased 2 VIP tickets for GB round. What is the VIP Gold skybox pass?

Thanks,
Andy

Hello Andy,
The VIP GOLD Skybox pass is the only package that gives you access to the Skybox (structure behind the start) and the Skybox Restaurant, which is located in the paddock. Besides, the VIP GOLD SKYBOX pass also gives you access to the VIP Parking. Visit www.mxgp.com for more details.

Best Regards
MXGP

Hi MXGP
Is Valkenswaard on the 28th March a Monday race?? Or wrong date on the calendar?

Thanks,
Neil

Hi Neil
The date is correct and the race will be on Easter Monday.

Regards
MXGP



Dylan Ferrandis Photo by Tempestini

Antonio Cairoli Photo by Taglioni

MXGP



EQUIPMENT PARTNER



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